

# **A MARITIME HISTORY** **(1712-1918)** **Bryan Rose**

## **Streetpunk 28 Art, Music, and History**

New Brunswick became a separate province from Nova Scotia for a variety of reasons related to the prison-industrial complex at the same time as Cape Breton in 1784. Cape Breton was mainly Irish and later rejoined to supply Atlantic Canada with coal while New Brunswick was formed for lumber, transportation, crime and punishment, and higher education. The province of New Brunswick was already divided mainly between the English speaking South and French Speaking Northern New Brunswick with scattered forts and bookstores in dense woods. Nova Scotia and its farmland and rocky dunes was founded much earlier in 1605 at Port Royal in The Annapolis Valley with French, British, African, German, Irish, and Scottish Ethnic towns. The first gaols constructed by American Loyalists were made of brick and stone and the punishment for theft was a hanging among other deterrents such as stocks and pillory and a whipping post in the early 1800's. The British Treaties stemmed from Fort Halifax with the Treaty of Utrecht (1713) to end the Spanish Succession followed by the surrender of the rest of the French colonies in the Treaty of Verasailles (1763) during the American Civil War. The Acadian Protest of 1755 at Fort Beausejour resulted in Moncton's new growth, Acadian deportation, and ignited the Seven Years' War which ended with the Battle of Fort Louisbourg (1758). Fort Louisbourg was a completely walled town and French Military Base and Harbour in Cape Breton (formerly Ile Royale). All wars were fought

with a lock, stock and barrel type musket and pistol until after the War of 1812 for British Loyalty, the first military survey of roads in 1805, and the CP Rail Boost for British Loyalty in 1855. It is important to note that the Eastern portion of the Canada-U.S. border were formed during the War of 1812 and the direct result was the confederation of the Eastern Provinces in 1867. All ships, the Moncton scow, and other working boats operated with the use of sail and later the steam engine which was also used on the railway with Cape Breton coal. The new Maritime invention of the screw propeller by John Patch was used on working boats and ships with the invention of the automobile and short-wave radio during WW1. Prior to the War of 1812, the first official British Survey of roads for horse and buggy was a military survey while we were still using the aboriginal forms of transportation which were the birchbark canoe, snowshoe, and toboggan. Prior to confederation of the Eastern Provinces in 1867 we were using a semaphore system of communication which was coded flags and a telescope adopted by the Duke of Kent from the Napoleonic Wars, print and paper, photography, postal service, and telegraph morse code. Prince Edward Island, which was mostly Scottish, held the first meetings for confederation of the two Atlantic provinces of New Brunswick and Nova Scotia along with Quebec and Ontario which were already more industrialized because of the Hudson's Bay Company on Lake Superior which had the country mainly divided between West Natives and Eastern Non-natives with the sales of beaver hats and other pelts and goods before the railway; they ended up selling the business to the government of Canada.

## **MARITIME GOLDEN AGE FOR TRADE (1830-1895)**

Although Moncton's first mayor Joseph Salter was during the railway boom Moncton's shipbuilding port on the Petitcodiac River was very popular, founded by Colonel Robert Monckton. New Brunswick's reputation for shipbuilding was set by the Marco Polo. Sailing from Britain to Australia for St. John, it set new world records for speed. When the compound steam engine was

invented shortly after by Benjamin Tibbets from New Brunswick, our lumber trade along the Petitcodiac and Miramichi rivers grew substantially with England and The United States. We moved lumber on locomotive flatcars designed for softwood, then transferred to commercial stage coaches pulled by pit ponies. The electricity conductor was invented just after confederation of the Eastern Provinces so the chainsaw and working saw mills made tree felling easier to move quantity. The lumber along with coal, hay, and food was traded in the Maritime Provinces by the wooden workboat. The Grand Banks off the coast of Newfoundland produced a great quantity of fish sold at markets in newspaper and paper boxes with new fish trawling and farming. Lobster in Shediac, New Brunswick was very popular as it was on the other side of the Petitcodiac River in Hillsborough and Alma, Moncton's gateway to the Bay of Fundy. Prince Edward Island sold farm machinery and had a ferry service from Borden to Cape Tormentine, NB across the narrow Northumberland Strait. St. John had a ferry to Digby, Nova Scotia. Towards the end of the golden age for trade we began to make the transition from iron to steel and erected the first all-steel bridge in St. John in 1884.

## **A MARITIME SPACE WAR HISTORY**

- Although Aboriginal dancing and European theatre existed prior to 1610, the Roman Catholic baptismal of Micmaq Chief Membertou; the golden age for trade was also a boost for art because canned food, public museums, photography, literary works, and art exhibitions started gaining popularity with the new standard for industry. Later on many movie stars and musicians came from Maritime stock.
- Tourism with the good roads movement, railway boom, and faster ships created an additional option for seeing the country than military. When the Hudson's Bay Company sold their company to government of Canada in 1830 small businesses started opening their doors and the newspapers had a classifieds section to advertise for ma and pa

stores. The main industrial centres of Toronto and Montreal grew substantially and were under a provincial responsible government law signed by Radical Jack after the Rebellions of 1837. Thirty years later Ontario, Quebec, New Brunswick, and Nova Scotia signed to confederation.

- Our earliest form of semi-official currency in the Maritimes was the Halifax dollar but was replaced by the copper penny and Canadian standard. The first bank which was chartered was The Bank of New Brunswick but the Halifax Trade Board had the last official say on business including fire insurance, marine salvage, and farm machinery. Their effect on Maritime trade was substantial. Other businesses included cotton, cardboard and paper boxes, canoes, shoe and watch repair, local arts and crafts, animal breeding, and consumer products. St. John was the commercial hub of New Brunswick for the golden age for trade with Moncton a close second.
- In the late 1880's it was rumoured that The Famed Marco Polo got stuck in the mud and wasn't able to continue as the original windjammer. So in Tilley Square in Saint John, brick masons worked tirelessly to topple a 108 ft. high, 12 ft. square chimney at the lumber mill without the use of heavy machinery. On their 2nd attempt they were successful and the crowd brought the bricks home to work on their private dwellings.
- In 1814, Henry More Smith, described as the mysterious stranger and later the Lunar Rogue, was a notorious horse-stealer who arrived at the York County Jail in Fredericton under a Death sentence. He was also an escape artist and would pretend to be sick while in shackles to escape from a number of gaols in New Brunswick and Nova Scotia, most notably the Kingston Gaol. One particular escape was when he made 24 marionettes from his own blood and bed sheets to the amusement of the guards. But one following day they were greeted by an empty cell and handcuffs and shackles on the cell floor. He was reported to have taken some coats and top hats from a nearby house. Henry More Smith was eventually granted a pardon never to return to King's County and we never saw him again.
- The first Police Union in North America was

introduced in St. John, New Brunswick in 1926 before we had an iron bridge in the province. A long way from being the first incorporated city in British North America in 1785 when the American Loyalists came. Much further along than the Viking Explorers, Basque Fishermen and Chinese Sailors who circumnavigated the globe in 1421. And going back to our roots as a nation the Mi'kmaq and Maliseet nomadic tribes who inhabited the area at least four thousand years ago.

#### About The Author:



Bryan Rose is a Maritime Punk guitar player since summer of '96 and has been a songwriter for 4 bands (Deamons, Brian Rose Band, X4Eady, Fear of Lipstick). Often doing vocals, harmonica, playing bass, and guitar on friends' projects (13 actually), he worked in the Maritimes while releasing 10 albums of original material. He played the first new school punk shows in both his hometown Riverview and Moncton, as well as the first folk punk show in Atlantic Canada. Bryan was #4 on CKDU Radio in Halifax in 2008 and was featured on 4 Maritime music compilations and 7 Canadian Tours. I hold a Block 1 cook certificate from NBCC (2014). In academics, I graduated from Riverview Highschool (2001) and am well-rounded with reading, writing, arithmetic, social sciences, art, music, and history.